REVISION LETTER For Disc 24-2009 Licensed to прап. Printed on 18 Dec 2009. **JEPPESEN**

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Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UWGG

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn twys 3, 4 and main twy btn twy 4 and apron clsd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

For apch to rwy 36L w/o radar ctl: to NG, turn RIGHT, 180° track, follow published IAP.

Airport Information

UWGG (Strigino)

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General Info

Nizhny Novgorod, RUS

N 56° 13.8' E 43° 47.0' Mag Var: 10.5°E

Elevation: 256'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 18L-36R 8232' x 148' asphalt Runway 18R-36L 9203' x 148' asphalt

Runway 18L (180.0°M) TDZE 253'

Lights: Edge

Runway 18R (180.0°M) TDZE 256'

Lights: Edge, ALS

Runway 36L (360.0°M) TDZE 254'

Lights: Edge, ALS

Runway 36R (360.0°M) TDZE 253'

Lights: Edge

Communications Info

ATIS 127.8

Nizhny Tower 120.4

Nizhny Taxiing Ground Control 121.8

Nizhny Approach Control 126.0

Nizhny Approach Control 124.7

Nizhny Radar 120.8

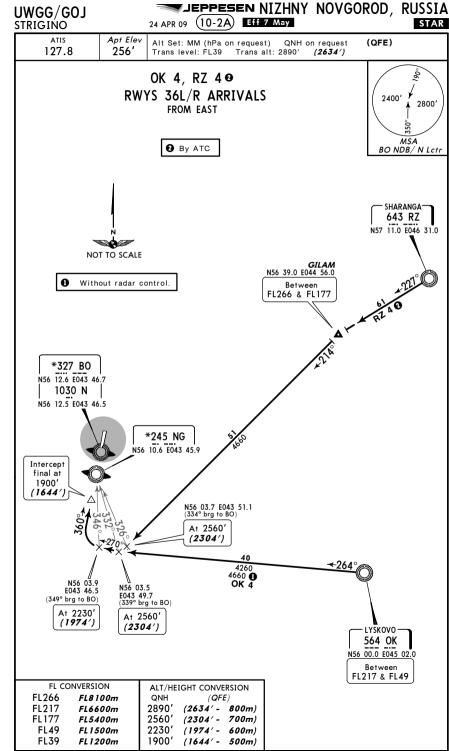
Nizhny Transit Operations 131.7

Notebook Info

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JEPPESEN NIZHNY NOVGOROD, RUSSIA UWGG/GOJ 24 APR 09 (10-2) Eff 7 May STRIGIÑO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 127.8 256' Trans level: FL39 Trans alt: 2890' OK 2A, OK 2B 0, RZ 2 0 RWYS 18L/R ARRIVALS 2400' 2800' FROM EAST By ATC MSA UV NDB/ S Lctr SHARANGA-643 RZ Intercept final at N57 11.0 E046 31.0 2230' (1974') **GILAM** N56 39.0 E044 56.0 Between FL207 & FL177 N56 24.5 E043 52.5 (185° bgr to UV) N56 24.6 E043 54.5 (191° bgr to UV) At 2560' At 2560' (2304')(2304')N56 23.1 E044 06.7 (222° bgr to UV) At 2560' (2304') N56 21.1 E044 08.1 (231° bgr to UV) At 2560' (2304') Intercept final at 1900' (1644') E044 05.8 At 2560 (2304') 262 *327 UV (303° bgr to UV) N56 15.1 E043 47.6 1030 S · LYSKOVO -N56 15.0 E043 47.4 564 OK N56 00.0 E045 02.0 *245 ST Between FL207 & FL49 N56 16.5 E043 47.9 ALT/HEIGHT CONVERSION FL CONVERSION QNH (QFE) FL207 FL6300m 2890' (2634' - 800m) FL177 2560' (2304' - 700m) FL5400m FL49 FL1500m 2230' (1974' - 600m) NOT TO SCALE FL39 1900' FL1200m (1644' - 500m)

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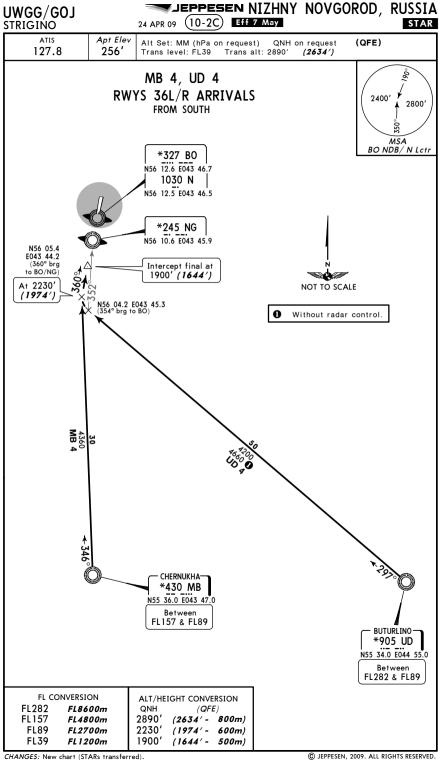
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JEPPESEN NIZHNY NOVGOROD, RUSSIA UWGG/GOJ 24 APR 09 (10-2B) Eff 7 May STRIGIÑO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 127.8 256' Trans level: FL39 Trans alt: 2890' MB 2A, MB 2B 0, UD 2A, UD 2B 0 RWYS 18L/R ARRIVALS 2400' 2800' FROM SOUTH 2 By ATC N56 23.8 E043 47.4 (168° bgr to UV) MSA N56 24.6 E043 54.5 (191° bgr to UV) N56 22.9 E043 43.3 UV NDB/ S Lctr (152° bgr to UV) At 2230' (1974')At 2230' N56 22.4 E044 07.7 (226° bgr to UV) At 2560' (1974')(2304')At 2560' (2304') N56 22.2 E043 43.4 N56 21.1 E044 08.1 (231° bgr to UV) At 2230' ×090° (1974') At 2560' (2304') Intercept final at 1900' (1644') NOT TO SCALE N56 14.6 E044 05.8 262° At 2560' (2304') N56 17.3 E043 41.4 111° bgr to UV 090€ At 2230' Intercept final at (1974')N56 08.4 2230' (1974') E044 00.0 (303° bgr to UV) *327 UV N56 15.1 E043 47.6 1030 S N56 15.0 E043 47.4 ₩ 360 2B *245 ST N56 16.5 E043 47.9 CHERNUKHA-*430 MB N55 36.0 E043 47.0 Between FL217 & FL89 **BUTURLINO** -*905 UD N55 34.0 E044 55.0 ALT/HEIGHT CONVERSION FL CONVERSION QNH (QFE) FL282 & FL89 (2634' - 800m) FL282 FL8600m 2890' (2304' - 700m) 2560' FL217 FL6600m FL89 FL2700m 2230' (1974' - 600m) FL39 1900' FL1200m (1644' - 500m)

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CHANGES: New chart (STARs transferred).

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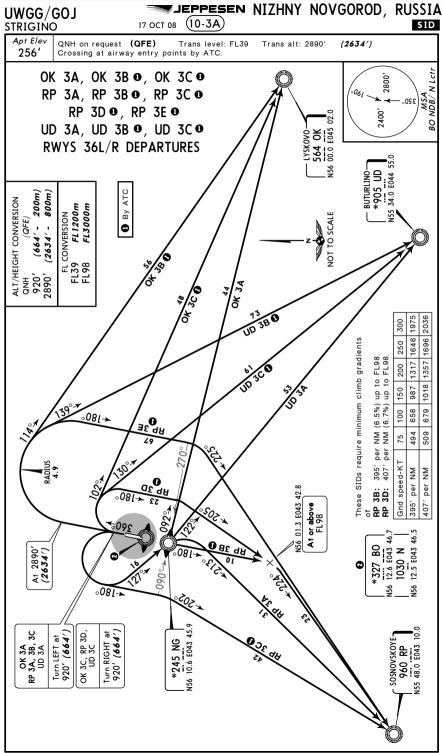


JEPPESEN NIZHNY NOVGOROD, RUSSIA UWGG/GOJ STRIGINO Apt Elev QNH on request (QFE) Trans level: FL39 Trans alt: 2890' (2634') 256' Crossing at airway entry points by ATC OK 1, RP 1A, RP 1B • , RP 1C • , UD 1 **RWYS 18L/R DEPARTURES** RP 1B minimum climb gradient to FL98. per NM (4.5%) up This of 273' (1314' - 400m) (2634' - 800m) FL CONVERSION FL39 FL1200m FL98 FL3000m At or above FL98 *327 UV N56 15.1 E043 47.6 1030 S N56 15.0 E043 47.4 OK 1, RP 1A, 1C, UD 1 Turn at 1570' (1314')

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UWGG/GOJ

Apt Elev 256'
N56 13.8 E043 47.0

NOVGOROD, RUSSIA

6 NOV 09 10-9

Eff 19 Nov

STRIGINO

ATIS NIZHNY Taxiing (GND) Tower 127.8 120.4 121.8 , 308 Birds. Turning of acft onto twy 3 is prohibited when taxiing along RWY 18L/36R on ♨ heading 180° and when taxiing along main TWY on heading 180°. Taxiing shall be carried out strictly along ⊚ Lctr twy center line with inner engines on idle Lctr power and crew's good look-out. £361 FOR PARKING POSITIONS SEE 10-9A **△**Λ^{325′} ,331° **∆**³44′ (15) $\Lambda^{351'}$

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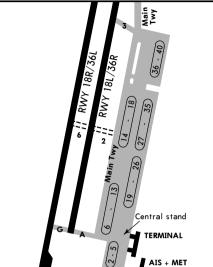
NOT TO SCALE

UWGG/GOJ

JEPPESEN NIZHNY NOVGOROD, RUSSIA
6 NOV 09 (10-9A)

Eff 19 Nov

STRIGINO



INS COORDINATES					
STAND No.	COORDINATES				
3	N56 13.0 E043 47.4				
5	N56 13.1 E043 47.4				
6 thru 8	N56 13.2 E043 47.3				
14, 15	N56 13.4 E043 47.3				

ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND RWY Threshold Glide Slope TAKE-OFF WIDTH 72' 22m 24 15 72′ 22m 33 18L 148' HIRL (60m) 36R 45m 8104' 2470m 18R 148' HIRL (60m) HIALS 36L 8360' 2548m 45m

TAKE-OFF

AIR CARRIER (JAA)

Rwys 18 L/R, 36 L/R

LVP must be in force

RCLM (DAY only)
or RL

A
B
C
D
300m

TAKE-OFF

AIR CARRIER (JAA)

RWys 18 L/R, 36 L/R

RCLM (DAY only)
or RL

400m

400m

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UWGG/GOJ

JEPPESEN JAA MINIMUMS

18 JUL 08
EFF 31 JUL 08
STRIGINO

					SIRIGINO
STRAIG	HT-IN RWY	Α	В	C	D
18L	NDB	700 ′(446 ′)	700′(446′)	700 ′(446 ′)	700 ′(446 ′)
	with FAF	R1500m	R1500m	R1800m	R2000m
	NDB	1250 ′(996′)	1250′(996′)	1250 ′(996′)	1250′(996′)
	w/o FAF	R1500m	R1500m	R2000m	R2000m
18R	ILS	456 ′(200′)	456′(200')	456 ′(200′)	456′(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	OC NOT AUTHORIZED			
	NDB	600 ′(344 ′)	600′(344′)	600'(344')	600′(344′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
36L	ILS	454 ′(200′)	454′(200')	454 ′(200′)	454′(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		NOT AUTHORIZED		
	NDB	610 ′(356′)	610′(356′)	610 ′(356′)	610 ′(356′)
	with 6.0 NM RDP	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	830 ′(576 ′)			
	w/o 6.0 NM RDP	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	NDB	920 ′(667′)	920 ′(667′)	920 ′(667 ′)	920 ′(667′)
	with 6.1 NM RDP	R1500m	R1500m	R2000m	R2000m
	NDB	1170 ′(917′)	1170 ′(917′)	1170 ′(917′)	1170 ′(917′)
	w/o 6.1 NM RDP	R1500m	R1500m	R2000m	R2000m

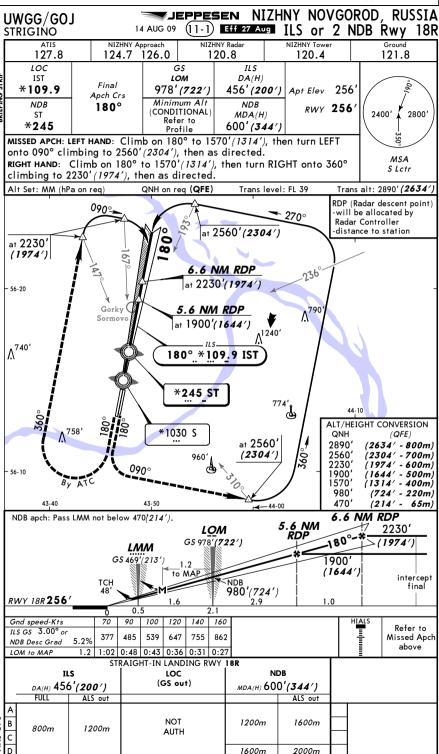
TAKE-OFF RWY 18L, 18R, 36L, 36R						
LVP must be in Force		1				
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)				
A B C	400m	500m				
D 300m						

CHANGES: Minimums. © JEPPESEN, 2005, 2008. ALL RIGHTS RESERVED.

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CHANGES: TCH. MAP position.

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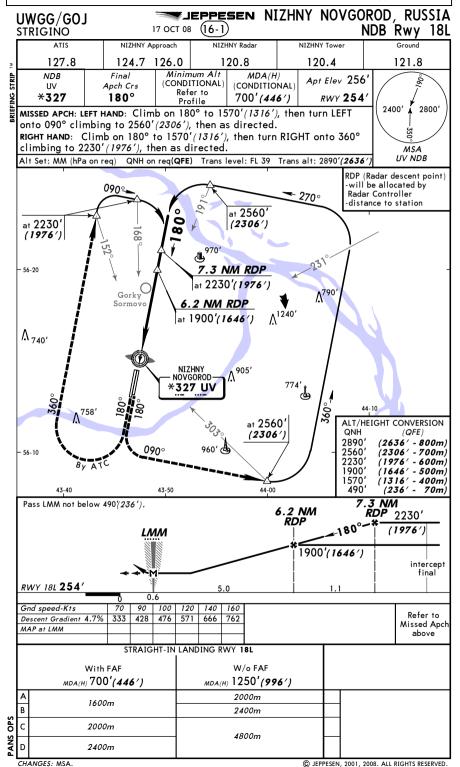
CHANGES: MAP position.

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JEPPESEN NIZHNY NOVGOROD RUSSIA UWGG/GOJ 14 AUG 09 (11-2) Eff 27 Aug ILS or 2 NDB Rwy 36L STRIGINO NIZHNY Radar NIZHNY Tower NIZHNY Approach 127.8 121.8 124.7 126.0 120.8 120.4 LOC GS ILS ING LOM DA(H) Final *109.5 1074' (820') 454' (200') Apt Elev 256 Apch Crs NDB MDA(H) Minimum Alt NDB 360° RWY 254 2400' 2800' NG 6.0 NM RDP CONDITIONAL 1900'(1646') 610'(356') *245 MISSED APCH: RIGHT HAND: Climb on 360° to 920' (666'), then turn RIGHT onto 180° climbing to 2560′(2306′), then as directed. MSA LEFT HAND: Climb on 360° to 920′/666′), then turn LEFT onto 180° N Lctr climbing to 2230' (1976'), then as directed. Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 39 Trans alt: 2890' (2636') RDP (Radar descent point) 790 -will be allocated by ۸_{1240′} Radar Controller ۸^{740′} -distance to station - 56-15 *1030 N \905' ران الن 758 *245 NG 960' 6.0 NM 56-10 RDP at 1900 at 2230 360° *109.5 ING (1646') (1976') 43-30 $\Lambda^{730'}$ ALT/HEIGHT CONVERSION QNH (QFE) 2890' (2636' - 800m) at 2560' 2560' (2306' - 700m) (2306') 2230' (1976' - 600m) 1900' (1646' - 500m) at 2230 10801 (826' - 250m) (1976') • 710' at 2230'(1976') 920' (666' - 200m) 490' (236' - 70m) NDB apch: Pass LMM not below 490' (236'). 6.0 NM LOM RDP GS 1074' (820') LMM 1900 GS 484'(230') 3600 (1646')< to MAP intercept NDB 1080 (826')RWY 36L 254' Gnd speed-Kts 70 90 100 120 140 160 Refer to ILS GS 3.00° or 377 485 539 647 755 Missed Apch NDB Desc Grad above 1.5 1:17 1:00 0:54 0:45 0:39 0:34 LOM to MAP STRAIGHT-IN LANDING RWY 36L ILS NDB LOC With 6.0 NM RDP W/o 6.0 NM RDP (GS out) DA(H) 454'(200') MDA(H) 610'(356') MDA(H) 830'(576') ALS out ALS out ALS out 1200m 1600m 1200m 1600m NOT 800m 1200m 2400m 1600m AUTH 1600m 2000m 2400m 2800m

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JEPPESEN Licensed to прап. Printed on 18 Dec 2009. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 JeppView 3.6.3.1 JEPPESEN NIZHNY NOVGOROD, RUSSIA UWGG/GOJ 17 OCT 08 (16-2)NDB Rwy 36R STRIGIÑO ATIS NIZHNY Approach NIZHNY Radar NIZHNY Tower Ground 127.8 124.7 126.0 120.8 120.4 121.8 Minimum Alt MDA(H) NDB Final Apt Elev 256' BO Apch Crs 6.1 NM RDP (CONDITIONAL) *327 360° 1900'(*1647'*) 920'(*667'*) **RWY 253** 2400' 4 2800' MISSED APCH: RIGHT HAND: Climb on 360° to 1570′(1317′), then turn RIGHT onto 180° climbing to 2550′ (2297′), then as directed. LEFT HAND: Climb on 360° to 1570′(1317′), then turn LEFT onto 180° climbing to 2230' (1977'), then as directed. MSA Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 39 Trans alt: 2890'(2637' BO NDB RDP (Radar descent point) -will be allocated by ∧^{1240′} Radar Controller -distance to station ^^{740′} - 56-15 930° 774' J 758 NIZHNY - NOVGOROD-6.1 NM طه _{960′} *327 BO RDP - 56-10 at 1900 (1647) at 2230 ^ 730′ (1977')43-30 at 2550' ALT/HEIGHT CONVERSION 0900 (2297') (QFE) 2890' (2637' - 800m) 2550' (2297' - 700m) 2230' (1977' - 600m) 56-05 at 2230' (1977') • 710' -270° at 2230' 1900' (1647' - 500m) 1570' (1317' - 400m) 500' (247' - 75m) (1977') 43-40 43-50 44-00 6.1 NM **LMM** 1900' intercept RWY 36R 253' 0.6 Gnd speed-Kts 70 90 100 120 140 160 Descent Gradient 4.9% 347 447 496 595 695 794 MAP at LMM above STRAIGHT-IN LANDING RWY 36R With 6.1 NM RDP W/o 6.1 NM RDP MDA(H) 920'(667') MDA(H) 1170'(917') 1600m 2000m 2800m 4400m 3200m 4800m

CHANGES: MSA.

